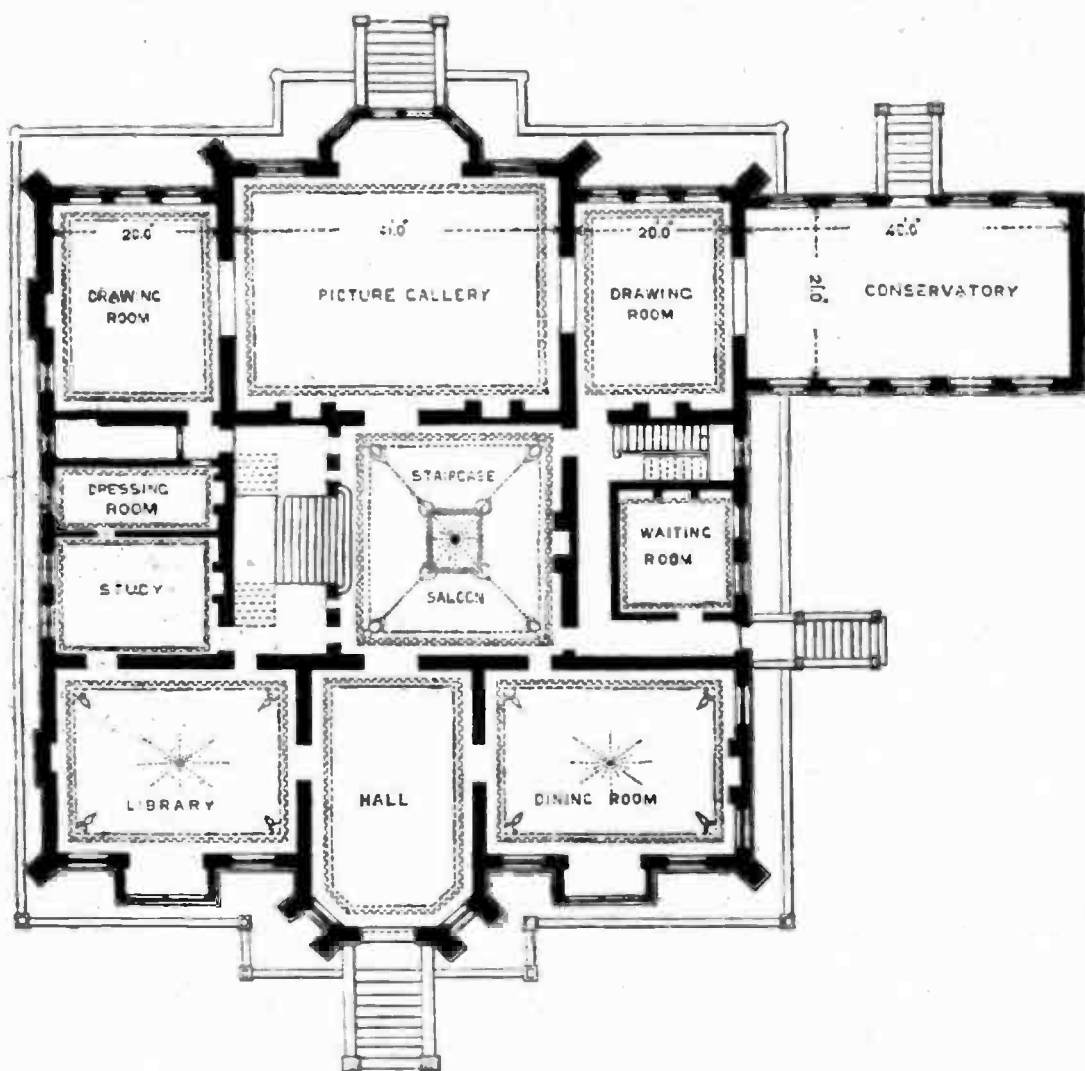


GROUND PLAN OF THE EARL OF HARRINGTON'S MANSION.



THE EARL OF HARRINGTON'S MANSION, KENSINGTON PALACE GARDENS.

THE new road known as Kensington Palace Gardens, and leading from the High-street of Kensington to the Bayswater-road, contains a number of important and costly residences, each standing in its own grounds. A similar assemblage of mansions, indeed, cannot be found elsewhere. The road is of noble width, and the situation singularly fine. For a time, nevertheless, the speculation languished, and some who built early there must have suffered. Its advantages, however, have at last forced their way, and the value of the property is increasing every day.

The accompanying engravings show the front elevation, and the ground plan of a mansion which is now being erected there, on the east side of the road, for the Earl of Harrington. The ground-floor contains a spacious entrance-hall, 30 by 20 feet; library, drawing-room, waiting and dressing room; a grand staircase saloon, lighted from the roof, with a spacious picture gallery, 41 by 31 feet; two drawing-rooms, and a large conservatory. This suite of apartments, when thrown into one, will embrace an extent of 121 feet in length, and will be well adapted for entertainments. The basement contains the domestic offices, with coach-house and stabling.

The style adopted for the building is Gothic, somewhat German in character: the design of the windows is more eccentric than beautiful. The materials used are white bricks with Bath stone for the dressings. The original design for the exterior was made by Mr. Burton, to suit plans sketched by the Earl, but the works

are being carried out under the superintendence of Mr. C. J. Richardson. The builder is Mr. Baker, of the Edgeware-road, and the estimated cost 10,000*l*.

Kensington Gardens just now, by the way, are looking perfectly beautiful: the fineness of the trees, the variety of the tints in the foliage, and the scent of the may-bushes, are worth a journey.

RAILWAY JOTTINGS.

THE works at the central station in New-street, Birmingham, are now in active progress. It is intended to erect a stone building, of the Doric order, broken up into a projecting centre, five stories high, with a wing on either side. The wings and second floor of centre will be a hotel. The whole frontage length of the building will be 314 feet, and the height 88 feet from Stephenson-place, and 109 feet above the level of the rails. These arrangements are independent of the plans for the business department of the station, which provide for a refreshment saloon 70 feet long, and more than 33 feet wide; various waiting-rooms, officers' apartments, &c. on the ground-floor; and on the second floor, approached through the colonnade in Stephenson-place, the booking-offices of the six different companies whose passenger traffic will concentrate at the station.

—The final operation of raising the great tube of the Chepstow Bridge over the Wye to its permanent position has now been completed. It is expected that the bridge will be opened in six weeks or two months.—Mr. Butler, of this town, says the *Doncaster Gazette*, has invented a railway gate, to be opened by a

person at a distance, by merely forcing a spring, on which the gate immediately unlatches and unlocks itself, and swings wide open, when it is in a moment latched and locked in the contrary direction. Mr. Butler intends to attach a contrivance, by which each train may open the gate without the assistance of a gatekeeper. The description of just such a gate was given some years since in *THE BUILDER*, and since then it has been repeatedly "invented."—A Brighton correspondent, "T. M. F." suggests that a danger-signal between the guard and driver of a train might readily be arranged by keeping a coil of gutta percha tubing in a box on the engine, with a cord running through it, and attached to the whistle of the locomotive, while the tubing could readily be run along the tops of the carriages when made up in train, and hooked on to the guard's van, whence, in cases of danger, the whistle could be sounded. By openings in the tubing, our correspondent also suggests attached cords could enable the whistle to be sounded from other points along the train if necessary or desirable.—It is said a new line of railway is to be laid between Edinburgh and Peebles by a company of land-owners, at a cost of only 3,400*l*. a mile,—land included. The length of line will be 63 miles. The West Cornwall line, too, with probably less favourable gradients, will be carried out, it seems, for 6,000*l*. a mile.—The railway station at Stourbridge is pretty far advanced in its construction. A high and long viaduct of timber is in progress of formation over the Stour.—The first sod of the line of railway from Santander to Alar del Rey, in Spain, has been laid by the Spanish King Consort.